THE SHIPPING WORLD

ANOTHER RECORD REVENUE FOR C.M.S.N.

The operating revenue of the China Merchants S. N. Co. has reached another record high of $1,114,244.31 in the month of April, figures released by the company indicate. The amount represents an increase of 77 per cent. over the figure of $628,-274.96 for the corresponding month last year. As compared with the receipts of $575,900.69 for the same month in 1935 prior to the reorganization of the company, the increase amounts to practically 100 per cent.

QUEEN MARY TO MAKE BID FOR BLUE RIBAND

I understand that the Queen Mary is to make a serious attempt to recapture the Blub Riband of the Atlantic in July. Her executive and engineer officers and the builders of the ship, John Brown and Co., of Clydebank, are confident that she will establish a new record, states the correspondent of the "Daily Telegraph"

Last August the Queen Mary gained the Blue Riband from the French liner Normandie by making the westbound run at an average speed of 30.01 knots, and returning from the Ambrose Light, New York, to Bishop's Rock—the official Blue Riband course—at an average of 30.63 knots.

In March of this year the French ship recaptured the trophy by a magnificent eastward run at an average of 30.99 knots.

The Queen Mary underwent a refit at Southampton in January, and two of the four propellers were replaced by new ones for experimental purposes. So successful has been the test that the other pair of propellers is to be replaced this month.

CONCERN FELT AT RAPID RISE OF COSTS

The rapid upward trend in the costs of shipbuilding is creating general concern throughout the industry. The price of new tonnage is now about 50 per cent. higher than 18 months ago. Shipbuilders have virtually no control over the cost of the major components of their industry—materials and labour—and although efficiency in the yards has been substantially improved in recent years it does not offset the great increase in raw material costs.

Leaders of the industry have publicly expressed the fear that rising costs which they cannot control will check the demand for tonnage and cause a diminution in the volume of shipping contracted for by shipowners.

In certain instances this has already occurred and there is reason to believe that the case of the British India Steam Navigation Company is not isolated. Lord Inchcape recently stated that 18 months ago the company decided upon an extensive building programme which has had to be drastically reduced because of mounting costs of new construction.

Limit to Economies

Probably two-third of the cost of completed tonnage is accounted for by materials over the price of which shipbuilders have no control. Being, as Sir Alexander Kennedy (chairman of shipbuilding companies) has pointed out, mainly an assembling industry there is a very definite limit to the economies which the industry itself can effect. The additional costs have to be passed on very largely to the shipowner.

Steel is not the only material which has advanced in price and effected the cost of new tonnage. Non-ferrous metals, timber and many other commodities have all risen steeply in value, adding greatly to the price of the machinery, auxiliaries and equipment of tonnage.

This is particularly the case in passenger liners, where a wide variety of materials is used in equipping berths, saloons and other accommodation. It is suggested that one means of meeting the position would be a less elaborate scheme of decoration and simpler fittings. By leaving out the frills, which in a large liner represent a very considerable expenditure, a large saving could be effected. It is a policy which may find support except in the case of the very largest liners which are considered to possess a great publicity value.

Difficult Tenders

Ordinary cargo tonnage does not leave the same scope for economy in this direction, for it is essentially utilitarian in design.

One of the problems with which shipbuilders have to contend is the difficulty of keeping pace with rising costs. Quite apart from the effect upon demand of dearer construction, builders find it wellnigh imposssible to tender on a basis which will ensure a reasonable profit.

This is particularly the case now that the yards are reasonably well employed and construction does not begin upon contracts for several weeks after the order has been placed. During the interim builders have found further advances in materials have carried prices beyond the level at which the contract yields a profit. As, in some cases, it is possible only to make purchases of materials subject to prices ruling, at time of delivery the risk is considerable.

Virtually all shipbuilding companies have great leeway to make good in restoring the ravages of the depression and replenishing reserves. The withdrawal of the National Defence contribution has relieved them of fears associated with this particular tax, but the conditions inherent in the present situation in the industry leave many anxieties with which to contend.

PARTICULARS OF J.C.J.L. SHIP BEING BUILT

The Java-China-Japan Line now has under construction a ship which will be an improvement over the mv. Tjisadane type. The new ship will be named "Tjitjalengka" and is being built by the Netherlands Shipbuilding Company (Nederlandsche Scheepsbouw Maatschappij) at Amsterdam. The delivery to the company will take place in January 1939.

The ship will be provided with a Stork-Hesselman motor of 6.000 H.P. giving her a service speed of fifteen knots. Her length over all will be about 475 feet and her length between p.p. will be 450 feet. Her breadth moulded will be about 65 feet and her depth to upperdeck 38.5 feet. She will have a loading capacity of 9,930 tons of twenty cwt.

The ship will be able to accommodate 51 first class passengers, 55 second class "A" passengers, and 100 second class "B" passengers. These passengers will be able to enjoy a "permanent" swimming pool.

SHORTAGE OF MARINE OFFICERS IN JAPAN

A serious shortage of officers is envisaged in the Japanese shipping industry as the result of the ever-increasing construction of new vessels which is accelerated by the higher freight and charter rates.

According to the Kajin Kyokai, an organization of the commercial ship officers, there are at present 348 unemployed officers of the deck department and 163 others available in the engineering department. It is pointed out, however, that more than 150 vessels with a total tonnage of 1.000,000 tons or more will be completed before the end of 1938, causing a shortage of 176 engineers within this year. As the result, about 40 of the newly built ships will be forced to remain idle this year pending the recruit of the officers.

In 1938, about 600 freshmen from the nautical colleges, governmental and private, will be made available. However, this new supply of officers would be still inadequate to keep pace with the growing shipbuilding. It is estimated that some 70 new vessels will be forced to remain idle for want of 88 deck officers and 217 engineers in the coming year.

The Kaiji Kyodokai, the ship owners' association, has appointed a special committee to consider expediencies for meeting the alarming situation. It is suggested that seamen with good records may be given a short course instruction at the Tokyo and Kobe Nautical Colleges so that a supply of officers can be secured.

Este Due To-morrow

To-morrow morning, the ss. Este, cargo vessel of Norddeutscher Lloyd, is expected to arrive in Shanghai from Germany via Suez, Singapore and Hongkong with much cargo for local discharge.

* * *

President Doumer

The mv. President Doumer, of Messageries Maritimes, arrived in Shanghai on Tuesday from Marseilles via Port Said, Colombo, Djibouti, and ports to dock alongside the China Merchants Central Wharf. The vessel will sail at 3 p.m. to-day for Kobe.

* * *

Founder Due Soon

The ss. Founder, of the Peninsular and Oriental S. N. Company, left Singapore on Wednesday afternoon and may be expected to arrive in Shanghai on Sunday, July 11, according to information issued by the local office of the company yesterday.

* * *

Rokko Maru

The ss. Rokko Maru, of Nippon Yusen Kaisha, arrived in Shanghai from Yokohama and ports, with many passengers, cargo, and the next mail from Japan. The vessel will be berthed alongside the company's Wayside Wharf from which she is scheduled to sail on Sunday morning at 5 o'clock bound for Yokkaichi and Yokohama.

* * *

President Cleveland

The ss. President Cleveland, trans-Pacific steamer of the Dollar Steamship Lines, will arrive in Shanghai to-day, from New York via Havana, Cristobal, Balboa, Los Angeles, San Francisco, Honolulu, Yokohama and Kobe. Disembarking passengers are expected to arrive at the Customs Jetty at 8.30 p.m. Many passengers for Shanghai, a large consignment of mail and cargo will arrive here in the vessel. She will sail from the Dollar Wharf at 8.15 p.m. to-morrow, the last tender leaving the Customs Jetty at 7 p.m.

PASSENGERS DEPARTING

I. C. Siangwo

For Kiukiang.—July 2.—Mr. Chang's Party, Mr. and Mrs. P. S. Wang, Mrs. and Miss Chang, Miss A. Green, Miss M. Rogers, Dr. Chang and Party.

For Hankow.—Mr. W. Anger, Mr. W. Krield.

C. N. Hoihow

For Chefoo.—July 1.—Mrs. J. Thomas, Mrs. K. Koerner.

Men-of-War in Port

Name	Flag	Type	Berthed
Grimsby	Br.	Slp.	17a/18 B.
Tern	Br.	Gbt.	Y.T.P.D.W.
Oahu	Am.	Gbt.	K.A.D.W.
Sacramento	Am.	Gbt.	U.S.N.B.
D. de Lagree	Fr.	Gbt.	K.D.W.
Lepanto	Itl.	Gbt.	6/7 B.
Kataka	Jap.	Gbt.	Y.T.P.D.W.
Kasuga	Jap.	Cr.	O.S.K.Y.W.
Kuri	Jap.	Dest.	J.N.J.
Tsuga	Jap.	Dest.	9/10 B.

BRITAIN'S FIVE NEW BATTLESHIPS

London, June 30.

The five new British battleships of the "George V." class will be destined primarily for the purpose of attack, according to the "Daily Telegraph's" naval correspondent who states that thanks to the speed of thirty knots they will have a mobility similar to that of battlecruisers.

The correspondent adds that owing to an entirely new system of protective armouring, the battleships in question will be able to withstand severest attack by artillery, airbombs or torpedoes without serious detriment to their fighting power.—Trans-Ocean.

Weather, Time and Tide

Friday, July 2, 1937 (24th day of 5th moon)	SICCAWEI June 30 16.00	21.00	July 1 4.00	9.00	GUTZLAFF July 1 9.00	14.00
Barometer inches	29.78	29.81	29.78	29.79	29.84	29.78
at 32 F. (variation for 24 hrs.)	+0.11	+0.08	— 0.01	—0.05	—0.02	—0.08
at 32 F. (" " 12 hrs.)	—0.01	—0.03	0.00	—0.02	—	—
Wind (direction)	SE	ESE	ESE	SE	SE	SE
" (miles per hour)	4.3	6.8	9.3	16.2	4 force	4 force
Temperature (Fahr.)	83.°3	71.°4	69.°4	74.°7	71.°6	73.°4
Humidity	68	92	97	84	—	—
Nebulosity (0 to 10)	5	0	5	5	10	10
Rainfall inches	—	—	—	—	—	—

Siccawei Abridged Report June 30	Mean 1937	24 hours variation	Previous average same period (64 years)
Barometer (mean 4 obs.)	29.81	+0.14	29.72
Temp. Min. 67.°8 Max. 85.°8	76.°8	—1.°5	77.°0
Total rainfall January 1 to midnight before last (inches)	20.97	—	22.00

Date	2/7	3/7	4/7	5/7	6/7	7/7	8/7	9/7	10/7
Sun rises at Shanghai	4.53	4.53	4.54	4.54	4.54	4.55	4.55	4.57	4.57
Sun sets at Shanghai	19.03	19.03	19.03	19.03	19.02	19.02	19.02	19.02	19.01
Moon rises at Shanghai	0.00	0.21	1.06	1.58	2.57	4.02	5.10	6.18	7.24
Moon sets at Shanghai	13.05	14.11	15.19	16.26	17.30	18.27	19.18	20.02	20.40
Flood makes Shanghai	16.27	17.40	6.20	7.42	8.54	9.56	10.40	11.14	11.40
Ebb. makes Shanghai	8.50	9.50	10.58	12.32	13.23	14.16	15.05	15.47	16.28
H.W. at Woosung Bar	18.02	6.31	7.53	9.18	10.31	11.25	12.16	13.01	13.41

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MS. POTTER ..... August 29

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SHANGHAI-CHENGTU LINE

West bound: Express M. We. Fr. (Douglas)	Tue. (Ford)	*Thur. Sat. Sun. (Ford)	Read Down		Read Up	East bound: Mon. Wed Fri. Sun. (Ford)	Express Tu. Th. Sa. (Douglas)
7.00	6.00	7.00	Lv.	Shanghai	Ar.	12.05	17.30
•	•	•	Lv.	Nanking*	Lv.	•	•
10.00	9.45	10.45	Lv.	Kiukiang	Lv.	8.20	14.35
10.55	11.05 (Loening)	12.05 (Loening)	Ar.	Hankow	Lv.	7.00 (Loening)	13.35
11.20	12.00	7.30	Lv.	Hankow	Ar.	15.40	13.10
		9.10	Lv.	Shasi	Lv.	14.15	
12.35	14.20	10.10	Lv.	Ichang	Lv.	13.15	12.00
	16.35	12.30	Lv.	Wanhsien	Lv.	10.55	
14.35	18.15 (Stinson)	14.10 (Stinson)	Ar.	Chungking	Lv.	9.00 (Stinson)	9.55
15.00	14.30	14.30	Lv.	Chungking	Ar.	14.00	9.30
16.15	15.30	16.30	Ar.	Chengtu	Lv.	12.00	6.15

CHUNGKING-KWEIYANG LINE

South bound: Tue. Sat. (Ford)					North bound: Tue. Sat. (Ford)
12.00	Lv.	Chungking	Ar.		16.00
13.45	Ar.	Kweiyang	Lv.		14.15

SHANGHAI-PEIPING LINE

North bound: Express Wed. Sat. (Douglas)	M. Tu. Thr. Fri. Sun. (Stinson)	Read Down		Read Up	South bound: M. Tu. Thr. Fri. Sun. (Stinson)	Express Wed. Sat. (Douglas)
6.15	6.30	Lv.	Shanghai	Ar.	14.45	18.15
•		Lv.	*Nanking	Lv.		•
	9.30	Lv.	Haichow	Lv.	12.00	
9.45	11.05	Lv.	Tsingtao	Lv.	10.25	15.05
11.30	14.05	Lv.	Tientsin	Lv.	7.25	13.05
12.05	14.45	Ar.	Peiping	Lv.	6.30	12.25

SHANGHAI-CANTON LINE

South bound: Tues., Sat., (Sikorsky) Thursday (Dolphin)					North bound: Wed., Sun., (Sikorsky) Friday (Dolphin)
6.30	Lv.	Shanghai	Ar.		15.45
8.45	Lv.	Wenchow	Lv.		13.50
10.25	Lv.	Foochow	Lv.		12.10
11.55	Lv.	Amoy	Lv.		10.40
13.15	Lv.	Swatow	Lv.		9.20
14.45	Lv.	Hongkong	Lv.		7.30
15.45	Ar.	Canton	Lv.		6.30

*On account of the aerodrome being under construction no stop will be made at Nanking for the time being

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Vessels Arriving

Due To-day from

Marseilles.—ss. Min

New York.—ss. President Cleveland, ss. Thurland Castle

Dairen.—ss. Tsingtao Maru

Tsingtao.—ss. Kwaisang

River Ports.—ss. Loongwo, ss. Wuchang

Ningpo.—ss. Hsin Peking, ss. Hsin Ningshao

Due at Future Dates

The first date after the ship's name is the date on which she left the port under which she is listed. The last date, that on which she is due in Shanghai.

EUROPE AND STRAITS

From LONDON

Soudan	29/5	11/7
Ksr-I-Hind	4/6	11/7
Rajputana	18/6	25/7
Ranpura	2/7	30/7
Burdwan	26/6	9/8

From LIVERPOOL

Deucalion	29/5	8/7
Theseus	5/6	18/7
Patroclus	5/6	20/7
Achilles	19/6	30/7
Memnon	26/6	5/8

From GLASGOW

Deucalion	22/5	8/7
Memnon	19/6	5/8
Stentor	3/7	14/8

From COPENHAGEN

Panama	28/4	8/7
Africa	26/5	23/7
Tongking	27/5	8/8

From GOTHENBURG

Nagara	—	20/7
Agra	29/5	23/7
Triton	19/6	7/8
Delhi	—	17/8

From OSLO

Taronga	18/5	7/7
Trianon	3/6	23/7
Nagara	4/6	26/7
Triton	—	8/8

From GDYNIA

Eurypylus	29/5	19/7
Teucer	26/6	16/8

From ANTWERP

Glenogle	—	9/7
Potsdam	11/6	10/7
Kulmerland	9/6	16/7
Sin'ton Crt.	3/6	25/7

From ROTTERDAM

Este	30/5	3/7
Nordmark	23/5	10/7
Gaasterkerk	27/5	10/7
Ermland	4/6	20/7
N. de Larrinaga	1/6	25/7
Meerkerk	1/7	14/8

From HAMBURG

Euryades	5/5	3/7
Este	22/5	3/7
Potsdam	5/6	10/7

From HAMBURG

Eurypylus	2/6	19/7
Trave	19/6	5/8

From MARSEILLES

Min	—	2/7
Andre Lebon	11/6	13/7
L.S.L. Bie	—	19/7
Jean Laborde	25/6	26/7
Sikiang	—	12/8

From TRIESTE

Himalaya	31/5	9/7
Sumatra	20/5	20/7
Cortellazzo	29/6	14/8

From PORT SAID

Este	9/6	3/7
Potsdam	20/6	10/7
Nordmark	7/6	10/7
Kulmerland	22/6	17/7
Ermland	17/6	20/7
Sin'ton Crt.	17/6	25/7
N de Larrinaga	16/6	25/7
Rajputana	30/6	25/7

From MASSOWAH

Himalaya	14/6	9/7
Sumatra	10/6	20/7

From COLOMBO

Este	20/6	3/7
Nordmark	18/6	10/7
Soudan	25/6	11/7
Ksr.-I-Hind	27/6	11/7

From SOUTH AFRICA

Houtman	—	11/7

From BELEWAN

Este	24/6	3/7

From BATAVIA

Tjisadane	30/6	10/7

From KARACHI

Sumatra	24/6	20/7

From CALCUTTA

Santhia	18/6	12/7
Talma	2/7	26/7

From MELBOURNE

Nellore	2/6	8/7

From SINGAPORE

Senthia	1/7	12/7

From MANILA

Nellore	30/6	8/7

AMERICA AND JAPAN

From NEW YORK

P. Cleveland	20/5	2/7
Thurland Cas.	20/5	2/7
Silver Walnut	—	7/7
Pyrrhus	19/5	11/7
S. Mariner	—	11/7
P. Adams	27/5	13/7
Ward	—	25/7
Steel Navig.	5/6	27/7
P. Harrison	10/6	27/7
P. Taft	17/6	30/7
C. Evansville	14/6	12/8
Maron	27/6	17/8
Potter	—	24/8

From VANCOUVER

Talthybius	6/6	4/7
E. Russia	26/6	12/7

From SEATTLE

Talthybius	21/5	4/7
P. Grant	19/6	6/7

From SEATTLE

Tyndareus	30/6	1/8

From PORTLAND

Michigan	—	13/7
G. Pershing	—	19/7
G. Lee	—	28/8

From SAN FRANCISCO

Lossiebank	23/6	3/8

From LOS ANGELES

P. Coolidge	22/6	13/7

From YOKOHAMA

Talthybius	—	4/7

From KOBE

Shanghai M.	—	3/7
Nagasaki M.	—	5/7

From OSAKA

Ikoma M.	—	4/7

CHINA PORTS

From VLADIVOSTOK

Sever	—	6/7

From DAIREN

Tsingtao M.	—	2/7

From FUSAN

Fusan M.	—	4/7
Heian M.	—	4/7

From TIENTSIN

Shengking	—	4/7
Leesang	—	4/7
Tingsang	—	7/7
Hunan	—	7/7

From TSINGTAO

Kwaisang	—	2/7
Daviken	—	6/7

From HONGKONG

Soochow	—	3/7
Tsinan	—	4/7
Yochow	—	6/7

From CANTON

Prosper	—	4/7
Chaksang	—	6/7
Taksang	—	7/7

From LAOYAO

Yu Shun	—	3/7

From CHANGSHA

Tatung	—	3/7

From YANGTZE PORTS

Loongwo	—	2/7
Wuchang	—	2/7
Shasi	—	3/7
Wulin	—	4/7
Whangpu	—	5/7
Suiwo	—	5/7
Wenchow	—	7/7
Kungwo	—	8/7

From NINGPO

H. Peking	1/7	2/7
H. Ningshao	1/7	2/7
H. Kiangteen	2/7	3/7
Ningshin	2/7	3/7

Yesterday's Arrivals

Name	From	Berthed	Consigness
Sever	Vladivostok	Mc. W	Union S S
Taishun	Tientsin	KLYW	C M S N
Kaiping	Chinwangtao	KMAW	K M A
Hsin Kiangteen	Ningpo		C M S N
Ningshin	Ningpo		San Peh
Ming Tsu	River Ports	KSDW	M S Ind
Hai Chen	Hongkong	KLYW	C M S N
Eumaeus	Hongkong	HWP	B & S
Tonjer	Chinwangtao	KMAW	K M A
Ming Shin	River Ports	NSCW	San Peh
Hwah Sung	Tsingtao		Hwah Sung
Kwangchow	Hongkong	CNCW	B & S
Norviken	Hongkong	HW	Jardine
Jenny Moller			Moller
Wuhu	River Ports	CNCW	B & S
Paowo	River Ports	HW	Jardine
Yuhsing	Newchwang	TKDMW	Shawhsing
Rokko M.	Japan	WSW	N Y K
Diomed	Liverpool	HWP	B & S

Yesterday's Departures

Name	Flag	Destination	Despatcher
Kienkuo	Chi	River Ports	C M S N
Pingwo	Br	Ichang Ports	Jardine
Ningshao	Chi	River Ports	Ningpo S S
Taiyuan	Br	Amoy, etc	B & S
Woosung	Br	River Ports	B & S
Pronto	Nor	H'kong, etc	C M S N
Chengta	Chi		Yat Shing
Preussen	Ger	Hamburg	H-A Linie
Nagasaki M.	Jap	Japan	N Y K
Foo An	Chi		N A S S
Fengyang M.	Jap	River Ports	N K K
Hoten M.	Jap	T'tao, Dairen	D K K
Tangshan M.	Jap	Foochow, etc	N K K
Sungpu	Chi		San Peh
Tjibadak	Net	Java, etc	J-C Japan
Hsin Kiangteen	Chi	Ningpo	C M S N
Ningshin	Chi	Ningpo	San Peh

Vessels in Harbour

Arrived	Name	Tons	Flag	Berthed
June 23	Store Nordiske	667	Dan	YTPDW
June 24	Wanhsiang	1162	Chi	SPCD
June 25	Fulung	1172	Chi	HSWP
June 25	Nordfarer	2355	Dan	11-12 BUS
June 26	Tjisaroea	3494	Net	KMAW
June 27	Aldington Court	2979	Br	OSKYW
June 28	Ming Lien	736	Chi	TTCW
June 28	Iyang M.	515	Jap	NKKW
June 28	Hsin Pingan	916	Chi	TKDMW
June 28	Yingping	1646	Chi	29-30 B
June 28	Tweedbank	3412	Br	SHW
June 29	Pacific	727	Dan	18-19 B
June 29	Pres. Doumer	6692	Fr	CMCW
June 29	Hoihow	1629	Br	CNCW
June 29	Hsinming	1428	Chi	KLYW
June 29	Ming Kong	290	Chi	TTCW
June 29	Yohyang M.	1957	Jap	NYKW
June 29	Chunlee	666	Chi	PPW
June 29	Grete Maersk	4097	Dan	3-4 B
June 29	Ethel Moller	552	Br	CHW
June 29	Kiangshun	3141	Chi	KLYW
June 30	San Peh	500	Chi	HSWP
June 30	Katie Moller	1872	Br	KMAUW
June 30	Siamese Prince	3817	Br	ONW
June 30	Ryoga M.	704	Jap	HYPW
June 30	Yili	618	Chi	TTCW
June 30	Yohhsing	2700	Chi	NTSTSW
June 30	Chosa M.	1556	Jap	OSKYW
June 30	Kiangching	1094	Chi	KLYW
June 30	Siangwo	1515	Br	HW
June 30	Yisung	1018	Chi	US
June 30	Haikwang	498	Br	APCLW
June 30	Sungpu	1206	Chi	HSWP
June 30	Haihsiang	1185	Chi	YKDW
June 30	Yihhsing	2100	Chi	US
June 30	Mikasa M.	1878	Jap	MW
June 30	Siangtan	729	Br	CNWP
June 30	Fausang	1282	Br	ONW
June 30	Shuntien	1570	Br	CNWP
June 30	Ginyo M.	6128	Jap	PW
June 30	Suiyang M.	2417	Jap	NKKW
June 30	Suiyang	1594	Br	CNCW

Vessels Leaving

YANGTZE RIVER

KIANG CHING July 2. HANKOW, CHANGSHA and PORTS.—From Kinleeyuan Wharf at midnight, China Merchants' S.N. Co., Ltd. 2-7

WUHU July 2. RIVER PORTS to HANKOW, SHASI and ICHANG. — From French Bund on Friday, 2nd, at midnight. For freight and passage apply Butterfield & Swire, Tel. 82020 (French Bund). 2-7

LOONGWO July 3. HANKOW & PORTS.—Sails from Hunt's Wharf on Saturday, July 3, at midnight. For freight, passage (to Hankow from $45.—up) apply Jardine, Matheson & Co., Ltd. Tel. 15290. 3-7

SUIYANG M., July 3. HANKOW and PORTS.—The s.s. Suiyang Maru leaves from N.K.K. Mail Wharf on Saturday, at 8.30 a.m. This vessel offers "B" Class Passenger Accommodation at $40 to Hankow. For Freight or Passage apply to N.K.K. Tel. 19600. 2-7

WUCHANG July 3. HANKOW and PORTS.—From French Bund on Saturday, 3rd, at midnight. For freight and passage apply Butterfield & Swire, Tel. 82020 (French Bund). 3-7

KIANG AN July 5. HANKOW and PORTS.—From Kinleeyuan Wharf at midnight. For freight or passage, China Merchants' S.N. Co., Ltd. 5-7

KUTWO July 5. HANKOW & PORTS. — Freight and Passage Jardine, Matheson & Co., Ltd. Tel. 15290. 5-7

SHASI July 5. HANKOW and PORTS.—From French Bund on Monday, 5th, at midnight. For freight and passage apply Butterfield & Swire, Tel. 82020 (French Bund). 5-7

TAH TUNG July 6. HANKOW, SHASI, ICHANG and PORTS.—From Kinleeyuan Wharf at midnight. China Merchants' S.N. Co., Ltd. 6-7

TUCKWO July 6. HANKOW & PORTS. — Freight and Passage Jardine, Matheson & Co., Ltd. Tel. 15290. 6-7

WULIN July 6. RIVER PORTS to HANKOW and CHANGSHA.—From French Bund on Tuesday, 6th, at midnight. For freight and passage apply Butterfield & Swire, Tel. 82020 (French Bund). 6-7

PAOWO July 7. ICHANG & PORTS. — Freight and Passage Jardine, Matheson & Co., Ltd. Tel. 15290. 7-7

NORTH CHINA COAST

FAUSANG July 2. WEIHAIWEI, CHEFOO & TIENTSIN.—Sails from Old Ningpo Wharf on Friday, July 2, at 4 p.m. For freight and passage apply Jardine, Matheson & Co., Ltd. Tel. 15290. 2-7

TAI SHUN July 2. WEIHAIWEI, CHEFOO and TIENTSIN.—From Kinleeyuan Wharf at 5 p.m. China Merchants' S.N. Co., Ltd. 2-7

KAIPING July 3. CHINWANGTAO DIRECT.—The Kailan Mining Administration, will despatch the following steamer Kaiping, Captain J. B. Struth, on July 3, 1937. Tender Yin Ping leaves Customs Jetty at 8.30 a.m. July 3, 1937. For freight or passage, apply to Agent, 12 The Bund. Tel. 11070. 3-7

NORVIKEN July 3. TSINGTAO.—Sails from Hunt's Wharf on Saturday, July 3, at 5 p.m. For freight and Passage apply Jardine, Matheson & Co., Ltd. Tel. 15290. 3-7

SHUNTIEN July 3. TSINGTAO, WEIHAIWEI, CHEFOO and TIENTSIN. — From French Bund on Saturday, 3rd, at 10 a.m. For freight and passage apply Butterfield & Swire, Tel. 82020 (French Bund). 3-7

LEESANG July 6. WEIHAIWEI CHEFOO & TIENTSIN.—Freight and Passage Jardine, Matheson & Co., Ltd. Tel. 15290. 6-7

SHENGKING July 6. TSINGTAO, WEIHAIWEI, CHEFOO and TIENTSIN. — From French Bund on Tuesday, 6th, at 10 a.m. For freight and passage apply Butterfield & Swire, Tel. 82020 (French Bund). 6-7

CHAKSANG July 7. TSINGTAO.—Freight and Passage Jardine, Matheson & Co., Ltd. Tel. 15290. 7-7

SOUTH CHINA COAST

HSIN PEKING July 2. NINGPO.—From French Bund on Friday, 2nd, at 5 p.m. For freight and passage apply Butterfield & Swire, Tel. 82020 (French Bund). 2-7

HAI CHEN July 3. SWATOW, HONGKONG and CANTON. — From Kinleeyuan Wharf at 6 p.m. China Merchants' S.N. Co., Ltd. 3-7

HSIN KIANGTEEN July 3. CHINHAI, NINGPO and POOTOO.—From Kinleeyuan Wharf at 5 p.m. China Merchants' S.N. Co., Ltd. 3-7

KWAISANG July 3. SWATOW, HONGKONG & CANTON.—Sails from Hunt's Wharf on Saturday, July 3, at 5 p.m. For freight and passage Jardine, Matheson & Co., Ltd. Tel. 15290. 3-7

SUIYANG July 3. FOOCHOW, HONGKONG and CANTON.—From French Bund on Saturday, 3rd, at 6 a.m. For freight and passage apply Butterfield & Swire, Tel. 82020 (French Bund). 2-7

KWANGCHOW July 4. SWATOW, HONGKONG, CANTON, HOIHOW, PAKHOI and HAIPHONG.—From French Bund on Sunday, 4th, at 8 a.m. For freight and passage apply Butterfield & Swire, Tel. 82020 (French Bund). 3-7

SOOCHOW July 6. SWATOW, HONGKONG and CANTON.—From French Bund on Tuesday, 6th, at 9 a.m. For freight and passage apply Butterfield & Swire, Tel. 82020 (French Bund). 6-7

DAVIKEN July 7. SWATOW, HONGKONG & CANTON.—Freight and Passage Jardine, Matheson & Co., Ltd. Tel. 15290. 7-7

TJISAROEA July 7. AMOY, HONGKONG, MUNTOK, BATAVIA, CHERIBON, SEMARANG and SOERABAIA.—The J.C.J.L. s.s. Tjisaroea sails from Shanghai (Customs Lower Buoys No. 4-5) on Wednesday, July 7th, at 10 a.m., taking cargo to Java and transhipment in Java. Excellent passenger accommodation. Through tickets issued to European, Australian and African Ports. For particulars apply to the Java-China-Japan Lijn Agentschap Shanghai N.V., Brunner Mond Building, 133 Szechuen Road. Tel. Nos. 16247 (4 Lines). 6-7

JAPAN

SHANGHAI M., July 4. NAGASAKI.—The N.Y.K. Express liner s.s. Shanghai Maru sails on Sunday, July 4th, at 9 a.m., from Wayside Wharf. (N.Y.K. Office, 31 The Bund. Tel. 12842). 4-7

**NELLORE July 9. (From Sh